HIJACKING OF AIRCRAFT:

A BOOMERANG HURLED AT CUBA BY THE IMPERIALIST GOVERNMENT OF THE UNITED STATES OF AMERICA

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REPUBLIC OF CUBA
MINISTRY OF FOREIGN RELATIONS

Speech by Major Claudio Rey Moriña, Head of the Delegation of the Republic of Cuba, at the XVII Special Assembly of the International Civil Aviation Organization — Montreal, Canada, June 1970.

Mr. President, Messrs. Delegates:

The climate of insecurity prevailing in both air and sea transportation caused by aircraft and vessels being forcedly diverted from their scheduled routes and activities is a dramatic problem dating back one decade and that went unheeded until after its consequences seriously began to affect the Government which had it created in flagrant violation of international law and the simplest guidelines of civilized society.

No country among those present at this assembly can show better than Cuba an interest in, anguish for, or experiences on the growing proliferation of the acts of violence that are polluting the environment of illegality in the field of international relations. In case anyone has forgotten it, the Cubans were the first people to experience the painful effects of an unscrupulous, roguish and criminal policy which paved the way for the emergence of this sorrowful situation. The Government of the United States, with

the cooperation of lackey governments of Latin American countries and in line with a strategy calling for blockade and aggression by U.S. imperialism against the Cuban Revolution, did promote, organize, direct, encourage and finance to the detriment of Cuba well before any other country, the forced diversion of civil aircraft and vessels belonging to it, the hijacking of crews and passengers, the bombing from the air of factories, plantations and airports in Cuba causing the loss of human lives and the destruction of aircraft and runways and occasionally murdering the defenseless pilots and some of its citizens.

The perpetrators of these acts of piracy and their accomplices were extended a hero's welcome in the United States, and no government or international organization then showed the slightest concern or raised a protest, however timid, for this. Now it must be stated here that both concern and protest are being significantly shown when the promoters of these criminal acts are reaping the fruits of their own wickedness. The U.S. Government did not return any of the hijacked Cuban air or sea craf until the diversion of U.S. planes to Cuba began.

It must be similarly stated that these aggressions were firstly organized and launched against a nation that has had not only an irreproachable conduct on this matter, but also efficient measures adopted to prevent aircraft belonging to it from being diverted or hijacked, extended every facility for the return of hijacked aircraft, crews and passengers, avoided all sensation-seeking publicity that might encourage additional hijackings, made hijackers liable to immigration and criminal laws, and granted asylum as an act of sovereign prerrogative to whoever being politically persecuted had no choice but to resort to such an extreme remedy when his life was in danger. But the Revolutionary Government of Cuba has not only attempted to discourage hijackings of air and sea craft but also went straight to the heart of the matter. Far ahead of any other Government or any world organization that should have adopted — but

failed to do so — the appropriate measures and resolutions when Cuba was the sole target of aggressions of this nature — a silence and aloofness that painfully evidenced the existing insensibility — this nation is the only one which has so far enacted an act, Law number 1226 of September 16, 1969, that clearly, expeditiously and firmly deals with this complex problem in the only feasible way, i.e., through sovereign State decisions in bilateral agreements based on principles of equality and reciprocity.

Moved by a clear and humane understanding of its responsibilities and duties, the Revolutionary Government of Cuba has had this Law — that effectively deters vulgar criminals and publicity-seeking hijackers — vastly publicized thus unequivocally evidencing its willingness to contribute to a real and permanent solution of this imperialist invention that obviously backfired. It is in order here to have a comparison made between this clean conduct and the conduct of the U.S. Government and its satellites, whose only worry was and is to raise an aura of spectacular sensationalism whenever such misdeeds are perpetrated with Cuba as a target.

Undeterred by the fire lighted on their neighbor's backyard — that has now spread to their own — they go on slandering the country which they want to incinerate.

Dr. Fidel Castro, Prime Minister of Cuba, has set forth more than once the irrevocable stand taken by this nation on the question. When brought up for discussion before the XXIV General Assembly of the United Nations, the position of the Cuban Delegation was very clearly and concretely reiterated.

The roads to solving this problem are neither the multilateral agreements nor boycotts or blockade of a spurious nature. The recommendation that would multilaterally be agreed upon a question such as this — that unavoidably touches on principles of sovereignty and internal legislation of the States as well as on the special provisions that regulate political asylum

and extraditions — would be so restricted and deformed or geared to unspeakable interests that instead of solving the urgent problem now being considered here it would rather make it more confusing.

There is no need to insist on the disturbing dimensions of the situation which is created when aircraft and vessels are forcedly diverted. Their own past experiences make Cubans well aware of this. And since it is urgently required that a solution be given to this problem without delay, the Cuban Government considers that in facing up to this problem squarely one has to go to the roots of it and each State can then adopt sovereign measures to be efficiently and effortlessly enforced in the field of bilateral relations on an absolutely equal and reciprocal footing.

In line with the foregoing, Cuba, the first country ever to be used as a target of such an illegal policy, now submits anew for consideration by this Organization and the entire world its own solution, that which is set forth in Law 1226, made known last year to all member States of UNO, as the only swift and feasible manner of putting an end to this sorrowful situation. The Cuban Delegation now requests that the full text of this Law together with the attached list of Cuban planes and ships forcedly diverted and hijacked with their crews and passengers, and the human victims caused, be circulated among the Delegations present at this Assembly and among all the member States of this Organization.

The Cuban Law in question literally transcribed reads as follows:

OSVALDO DORTICOS TORRADO, President of the Republic of Cuba.

BE IT KNOWN: That the Council of Ministers has resolved, and I sanction the following:

WHEREAS: The Government of the United States and lackey governments in Latin America, as part of the policy of blockade and aggression against Cuba, promoted and encouraged the forced diversion, seizure

and carrying off of Cuban air and sea craft, extending a hero's welcome to vulgar assassins and, at times, appropriating these stolen air and sea craft, and the Cuban people had to suffer even the loss of valuable lives.

WHEREAS: Such activities with regard to Cuban ships and aircraft and other villanous deeds and violations of international law and norms, furthered by imperialism as part of its policy against the Cuban Revolution, created a climate of illegality propitious to the proliferation of these new phenomena of violence.

WHEREAS: The Government of the United States and lackey governments in Latin America have encouraged the illegal exit from our country by every possible means, with utter disregard for the life and security of persons, and especially, through the illegally occupied territory of the U.S. Naval Base in Guantánamo, which has also contributed to the aforementioned climate of illegality.

WHEREAS: The forced diversion of air and sea craft from their regular routes and activities endangers the lives of innocent persons; affects the function of both air and maritime navigation; violates national and international law and the general provisions on migration in force in every country; and, likewise, involves the danger of the introduction of epidemics, plagues and infectious, contagious diseases that may have an adverse effect on the health of the Cuban people and on the country's natural wealth, given the untimely arrival in our country of persons aboard the said air or sea craft without meeting existing health regulations.

WHEREAS: While, in a few cases, the diversions have been carried out by persons in real danger as a result of their political activities, in other cases such actions have been carried out by common criminals, corrupt individuals, mentally unbalanced persons and socially unadapted persons anxious to change their country of residence or prompted by strictly personal motiva-

tions, which cases cannot be considered as being of a revolutionary nature.

WHEREAS: The Government of the United States and lackey governments in Latin America, through their news agencies, have maliciously attempted to escape their responsibility in the origin and development of these actions now that the consequences of such actions affect those countries whose governments, acting in a reckless manner, encouraged such actions against Cuba.

WHEREAS: The Revolutionary Government of Cuba is not willing to respect multilateral agreements adopted by international organizations such as the OAS, a discredited institution with no moral authority whatsoever; an accomplice in the imperialist policy of economic blockade and aggression against our country; and responsible, together with the Government of the United States, for the fact that Cuba is often the victim of the piratical diversion of her air and sea craft — or any agreements on this question which may be adopted by the UN, which remained indifferent in the face of such actions against Cuba.

WHEREAS: Our country will not admit any type of pressure, threat of blockade or boycott of an international nature to make it adopt measures which concern only its sovereign rights.

WHEREAS: The Revolutionary Government of Cuba considers that the solution to this problem can only be arrived at through the adoption of sovereign state decisions and the adoption of reciprocal measures aimed at also protecting the Cuban people against all forms of violation of existing legislation.

WHEREAS: The Revolutionary Government of Cuba has invariably maintained the policy of clearing the departure for their destination of all air and sea craft brought into national territory by force and allowing the passengers to continue their trip as soon as possible and with a maximum of guarantees of security for their lives, and likewise, has avoided every sort of

publicity and propaganda that may encourage such actions.

WHEREAS: The Revolutionary Government of Cuba consistently respected the international principles governing relations between states.

WHEREAS: The Revolutionary Government of Cuba considers it necessary to adopt measures aimed at putting an end to the climate of insecurity created in air and sea navigation as a result of the forced diversion of air and sea craft from their normal routes and activities, and adapt the application of such measures in accord with the attitude adopted by other states on the basis of equality and reciprocity.

NOW, THEREFORE: By virtue of the powers invested upon it, the Council of Ministers has adopted:

LAW No. 1226

Article 1.—This Law is applicable to the actions described below:

a) Seizure, robbery or appropriation of an air or sea craft by any means.
b) Diversion of an air or sea craft from its normal route or activities by means of deceit, bribery, violence or intimidation, or in complicity with any of the crew members.
c) Endangering the safety of air or sea craft or of the persons or property aboard these, or of third parties, or the order and discipline on board the craft.
d) Entering or leaving the country in violation of national and international regulations on migration; customs; and epidemiologic, animal and phyto-sanitary control.
e) Violation of Cuba's penal laws while on board any air or sea craft flying the Cuban flag, regardless of what territory such craft happens to be in.
f) Violations of any other existing regulations by members of the crew or persons aboard the air or sea craft.

Article 2.—Those responsible for the actions described in Article 1, who arrive in the national territory, may be returned to the state affected whenever they are reclaimed by such state in accordance with the provisions of this law.

Article 3.—The provisions of the present Law will be applied solely on the basis of equality and strict reciprocity with regard to those affected states having bilateral agreements with Cuba on the application of a similar policy to cases covered by this Law.

Article 4.—In the case of its nationals, the Cuban State reserves the right to apply the corresponding legal measures.

Article 5.—Without prejudice to the provisions of this Law, the Cuban State, in exercise of its sovereignty, reserves the right to grant asylum whenever it deems it justified, to those persons who, because of political reasons, arrive in our country, having found themselves in the need of making use of this extreme resource to escape a real danger of death or grave repression.

Article 6.—Those responsible for the actions described in Article 1 who arrive in the national territory will be placed at the disposal of immigration authorities, who will apply, as provided for in existing legislation and with the recommendation of the competent state agencies, the pertinent measures for the effective execution of the objectives of this Law.

In a case where the authorities of another state officially demand the return of those persons, the Cuban immigration authorities will determine, by means of a summary hearing the legal basis, or lack of it, of the demand, according to the preceding precepts.

Article 7.—Without prejudice to the provisions in Article 5 and 6, those responsible for actions described in Article 1 are criminally liable for the actions they may have committed, according to the existing penal legislation.

Article 8.—All previous legislation which may conflict with the provisions of this law — which will be in force upon its publication in the Official Gazette of the Republic — is hereby declared null and void.

THEREFORE: I order that this Law be enforced and executed in all its parts.

Palace of the Revolution, Havana, September 16, 1969.

Osvaldo Dorticós Torrado
President of the Republic

Fidel Castro Ruz
Prime Minister

Raúl Roa García
Minister of Foreign Relations

It can be seen how this Law, after analyzing in depth the causes and origins of the hijacking of aircraft and the other acts that endanger the security of air and sea transportation and after exposing the promoter of such misdeeds, proposes to all the States that are really interested in solving this question to have bilateral agreements signed where to set forth on the basis of the strictest equality and reciprocity such measures as are embodied in that Law whose conception and scope envisage solutions actually beyond the mere hijacking of aircraft.

It can be further seen that under this Law the Cuban authorities far from encouraging the hijacking of planes and ships make instead the perpetrators of such crimes subject to abide by the applicable laws in force in Cuba and render them liable for any criminal acts that might be deriving therefrom, without prejudice to the principle of political asylum that is granted under the law in Cuba to whoever is being politically persecuted.

This law is not only a just and humane answer given by Cuba in view of the anguish felt by the present users of air transportation but also constitutes a digni-

fied reply given to the promoters of the climate of violence that are responsible for the uncertainty now prevailing everywhere.

In summarizing, the stand taken by Cuba is perfectly clear, i.e., outright rejection of any intent for multilateral consideration of this problem because of the reasons aforesaid, and full abidance by the provisions of a law which as an act of sovereignty the Cuban State has had prescribed on this.

REPORT OF INCIDENTS OF FORCIBLE DIVERSION OF CUBAN AIRCRAFT AND VESSELS, SEIZURE OF CREW AND PASSENGERS AND WANTON ATTACKS USING CIVIL AIRCRAFT AND WITH DESTRUCTION OF PROPERTY AND LOSS OF HUMAN LIVES.

CUBAN AIRCRAFT TAKEN AWAY FROM THE NATIONAL TERRITORY AND FLOWN TO THE UNITED STATES OF AMERICA.

Year 1960

1 — Aeronca CUE 723

2 — Aeronca CUE 728

3 — Aeronca CUE 731

4 — Piper CUE 596

5 — CESSNA CON 552

6 — Piper PA-18 CUE 441

7 — Super Cruiser CUE 310

8 — Piper CUE 589

9 — CESSNA 170B CON 552

10 — Douglas DC3 CUT-38

Year 1961

11 — Super CU Spray Duster CUE 692 No. 186829

12 — Piper CU Aeronca Arenta 7GC CUE-732

13 — Piper Super CUB AR7 — Series 18-A No. 186825 — CUE-691

14 — CESSNA Continental 310 Model O-470 A Series 35484 — CON-626

15 — Piper PA-18 CUE 554

16 — Piper PA-18 CUE 636

17 — CESSNA Continental 300

18 — Stearman CUE-697

19 — Piper PA-18 CUE-706

Year 1962

20 — Antonov AN-2 CUE-801

21 — Curtiss Series 50720 C-46 CUC-145

22 — Curtiss Series 96591 C-46 CUC-153

23 — Curtiss Series 30447 C-46 CUC-644

24 — Curtiss Series 26657 C-46 CUC-787

25 — Curtiss Series 245 C-46 CUC-263

26 — Antonov AN-2 CUE 799

27 — TRAINER-MASTER Z 326 No. 578

28 — Antonov CUE 802

29 — Piper 18-7890 CUP-688

30 — Piper 18-6864 CUP-686

Year 1964

31 — Antonov AN-2 CUE 798

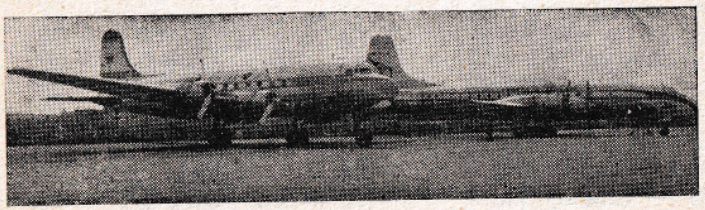
32 — Antonov AN-2 CUE 797

33 — Piper PA 22 CON 873

The above report is indicative rather than exhaustive, and only lists, for each year, the aircraft types and their registration markings. Details concerning the form of aggression and the fate of the crews and passengers have been omitted for the sake of brevity.

In addition to permitting and encouraging the authors and accomplices of these crimes to be welcomed and praised as heroes, the imperialist Government of the United States of America not only failed to return the aircraft spontaneously, but also ignored attempts to resolve the matter with the competent authorities, placing under embargo and auctioning these aircraft in some cases or destroying them in other instances.

Mention should be made furthermore of the unusual case of the Bristol Britannia CUT-670 used by the Cuban Delegation to the XV General Assembly of the United Nations, headed by the Prime Minister of the Revolutionary Government of Cuba, Dr. Fidel Castro, in September 1960, which was placed under embargo, and of the attempt, on the same occasion, to seize and put up for auction the auxiliary aircraft DC-4 CUT 185, an action which was finally averted after lengthy negotiations by posting a bond of more than $100 000.



Two of the Cuban airliners first hijacked at the instigation of the Yankees, photographed at an airport in the United States in September 1960.

CUBAN VESSELS TAKEN FROM THE NATIONAL TERRITORY OR THE SUBJECT OF PIRACY.

Year 1959

1 — Ciudad de La Habana
2 — Bahía de Nipe

Year 1960

3 — RO-30
4 — Caribe
5 — Fara
6 — Edelin
7 — Andarivel
8 — Carlos de Cárdenas
9 — Blanca Estrella
10 — Los Xeis
11 — Carmen
12 — Mamiña
13 — Mayo
14 — Omar
15 — Atila VI
16 — Yolanda
17 — Odin
18 — Virgen María
19 — Pitirina
20 — Bajonao
21 — Nuestra Señora de las Mercedes
22 — Felisa
23 — Clorimar
24 — Relax
25 — Obtte III
26 — Isora
27 — Lutgardita
28 — Cienfueguera
29 — Chachy Lu
30 — Pescador
31 — Yuyo
32 — Mercedes
33 — Rosa Dora
34 — Sofía
35 — Daisy
36 — María F
37 — Beisbolito
38 — El Marino
39 — Rosita
40 — Pal o Apostro Femina
41 — Mono Chico
42 — Mariamar
43 — Doña Juana
44 — Joven Matías
45 — Rolando IX
46 — Pescador
47 — Nabelu
48 — Caracol
49 — Wajoo
50 — Diana Li
51 — Josalic
52 — Kytta IV
53 — Corso
54 — Caribe
55 — Cacique
56 — Josefita
57 — Corsario II
58 — Poo Doo
59 — Caucabu
60 — Mercedes
61 — La Gloria
62 — Los Amigos
63 — Aydee
64 — Los Primos
65 — Raiza
66 — Miguelón

Year 1961

67 — Carey II
68 — Raúl-Sonia II
69 — Aida
70 — Sigma III
71 — Elda
72 — Isabel
73 — Que Te Importa
74 — Siboney
75 — Quien
76 — Cojimera
77 — Consuelo
78 — Dolores
79 — Piscis
80 — Rebeca
81 — La Corúa
82 — Robelu
83 — Margot
84 — María Aurora
85 — Flor Martí
86 — Cuquito I
87 — El Faro
88 — Los Amigos
89 — Eva Rosa
90 — Coral II
91 — Manuel López
92 — Lancha de Carrera
93 — La Bayamesa
94 — Polín
95 — Dora
96 — Tiburón
97 — Venezuela
98 — José
99 — Hermy II
100 — Sta. Bárbara
101 — RF
102 — Candelaria
103 — La Ella
104 — Franmaja
105 — Carmen
106 — Azaña
107 — Santa Bárbara
108 — Hilda María
109 — Cambucha
110 — Pirata
111 — María Magdalena
112 — Año Nuevo
113 — Yemayá
114 — Lobina
115 — Raúl-Sonia
116 — Onelia
117 — Anita
118 — Blanca Isabel
119 — Ketty
120 — Aida
121 — Aguila
122 — Natalia
123 — Lancha Prácticos (Port Pilot Launch boat)
124 — Nicasio (Tug-boat)
125 — Miguelo
126 — Atolón II
127 — Elisabeth
128 — 2do. Relámpago
129 — Naida
130 — Row-boat (15-foot length)

Year 1962

131 — Cándido González
132 — Billy I
133 — Superior
134 — José Felipe
135 — Doña Juana
136 — Billy II
137 — Nelly
138 — Sonia

139 — Reylasonieles
140 — Rosita
141 — Ana Victoria
142 — La Rosa
143 — Carlos VI
144 — Azucena
145 — Concepción
146 — Carmucha
147 — Nicasio
148 — Sigma VI
149 — Sorpresa
150 — Los Pinos
151 — María Manuela
152 — C-INIT-C-65-62
153 — Perla del Norte
154 — Dos Amigos
155 — Victoria de Girón
156 — Arcadio
157 — Julita

Year 1963

158 — Melba
159 — Carlos IV
160 — San Juan
161 — El Luchador
162 — Sigma II
163 — Omicron-Sierra
164 — Joven Elvira
165 — Zaaz
166 — Gloria
167 — C-15 B-132
168 — Joven Amalia

Year 1964

169 — Yamina
170 — Rolando
171 — Quo-Vadis
172 — Albacora
173 — Hecta I
174 — Conchita I
175 — Miguelito
176 — Atalon
177 — El Diablo
178 — Julio Antonio Mella
179 — Marbelle
180 — José Antonio Echevarría
181 — Lázaro Menéndez
182 — Raúl
183 — Chelito
184 — Cristina
185 — Ciro Redondo
186 — Hilda María
187 — Eva
188 — América
189 — María Aurora
190 — Los Jimaguas
191 — Carlos
192 — Lambda XIII
193 — Cárdenas XIV
194 — Lambda XXIII
195 — Cárdenas XIX

Year 1965

196 — Tigre
197 — Juanito
198 — Aracelia
199 — Ramón
200 — Ramón Herrera
201 — Sigma XXI
202 — Lenin

Year 1966

203 — C-28 C-58
204 — CIA 53
205 — RO-13
206 — Cayo Largo del Sur
207 — 26 de Julio
208 — Manolete
209 — Nieve Idania
210 — A-53
211 — El Satélite
212 — Sigma III
213 — Julio Antonio
214 — Bernabé
215 — Reina de los Mares
216 — Mariti
217 — Juanito
218 — Sigma XII

Year 1967

219 — Nelson
220 — Panchito
221 — Adel
222 — Conrado Benítez
223 — Libertad
224 — Sigma 19
225 — Sábalo
226 — San Pedro
227 — Elisa
228 — Esperanza
229 — Rosa Marina
230 — Nilda
231 — Sigma II
232 — Nina

Year 1968

233 — Luisa Margarita
234 — Golfo VI
235 — RO-22
236 — Palometa RO-20
237 — Gavilán
238 — Sigma XXI
239 — Sigma C-39-C-3
240 — El Angel
241 — Regina
242 — Manatí
243 — Alecrín

Year 1969

244 — Sigma C-36 C-20
245 — Virgen de la Caridad
246 — Eta 13
247 — Ciudad de Cárdenas
248 — Eta Luna
249 — Sigma C-36 H-233
250 — Perla del Sur
251 — Lancha auxiliar pesquero Ro (Fishermen's Auxiliary Launch-boat Ro)
252 — Carmitey
253 — Darío Guevara
254 — Eta XII
255 — Mambisa
256 — 29 de Abril
257 — Nguyen Van Troi
258 — Cayo Largo
259 — Nueva Susana

Year 1970

260 — Nora
261 — CL-C 27
262 — Lambda 76
263 — Plataforma I
264 — Plataforma II

For the sake of brevity, this list does not include all the Cuban vessels piratically attacked but indicates only the names of the vessels and the year of the incidents without giving details regarding the form of aggression, the fate of crew or passengers and the destination to which they were taken. It should be pointed out, however, that while some of these vessels were taken to some countries of the Caribbean region, the majority were taken to the United States of America where they were seized, destroyed or left to become unserviceable, no action being taken to return them to Cuba or to respond to any representations made to the competent U.S. authorities to that end.

No country has undergone such varied and harsh experience as Cuba, over whose territory Yankee imperialism has practiced the widest possible range of unlawful acts, by flagrantly disregarding international law and the most elementary standards of civilized society and using Cuban aircraft or aircraft on flights from or to Cuba in order to exert all types of pressure and duress on an international level.

On this basis, we list below the different types of unlawful acts perpetrated against Cuba by the imperialist Government of the United States of America and its lackeys, as follows:

I Hijacking, theft and seizure of aircraft.

II Murder of crew members and defenceless citizens.

III Use of international civil aviation as a disguise under which to carry out acts of aggression.

IV Embargoes on aircraft performing scheduled flights in accordance with a bilateral agreement, registered with ICAO, regardless of the fact that the operators maintained a business office legally registered in the territory of the other party.

V Armed air attacks on civil aviation facilities for national and international air transport.

VI Armed attacks on the offices of Cuban companies in the United States and, more recently, the airlines of third countries with flights to Cuba.

VII Discrimination against aircraft registered in Cuba, thus contravening Article II of the Chicago Convention.

VIII Complete disregard for the Air Transit Agreement (delaying tactics employed regarding the use of Kindley Field International Airport in Bermuda).

IX Bombs and explosives inserted in air mail correspondence stamped in the United States.

X Bribing and recruiting of crew members by the Central Intelligence Agency.

XI Diplomatic and other types of pressure on third countries, with a view to hindering air services from and to Cuba; encouragement of picketing and press campaigns against flights under bilateral agreements with third countries.

XII Economic blockade: prohibiting the carriage of cargo to and from Cuba even for connecting services in third countries. In order words: extension of blockade to the theoretically neutral field of international civil aviation.

XIII Blockade involving aircraft spares and parts, as well as equipment parts for air navigation aids and facilities.

We could submit countless documents, data, statistics and examples in support of the above; however, in order to limit the length of this working paper, we shall only list the following factual events which will

serve to refresh the memory of some and come as a surprise to others:

1959: ON **2 FEBRUARY,** Allen Robert Mayer, U.S. citizen was arrested on board a light aircraft on which he had entered Cuba illegally intending to assassinate Dr. Fidel Castro.

6 OCTOBER, the Revolutionary Government of Cuba advised the U.S. State Department that small, short-range aircraft were operating over Cuban territory to drop arms and ammunition by parachute for individuals engaged in developing counterrevolutionary movements. The Cuban Government confirmed its conclusion that these flights were "taking off from bases or points situated in the United States."

11 OCTOBER, an aircraft flying in from the United States dropped two incendiary bombs on the Niágara sugarmill in the province of Pinar del Río, Cuba.

19 OCTOBER, another aircraft flying in from the United States dropped two bombs on the Punta Alegre sugarmill, in Camagüey, Cuba.

21 OCTOBER, a twin-engine aircraft opened machine-gun fire on the city of Havana causing several deaths and injuring a number of persons; this aircraft was accompanied by a light aircraft which dropped counterrevolutionary propaganda material.

22 OCTOBER, an aircraft flying in from the United States machine-gunned a passenger train in the province of Las Villas, Cuba.

26 OCTOBER, light aircraft attacked Niágara and Violeta sugarmills.

27 OCTOBER, the United States Government in a diplomatic note denied that its territory was used for acts of aggression against Cuba.

However, some hours later a deserter, Díaz Lanz, former chief of the Cuban Air Force, publicly acknowledged that the aircraft used in attacks on Cuba were based in Florida.

1960: **12 JANUARY,** a light aircraft flying in from the United States set fire to 500 000 arrobas (one arroba equals 25 pounds) of sugarcane at a sugarmill in the province of Havana.

28 JANUARY, another aircraft flying in from the United States, dropped incendiary bombs on the sugarcane plantations of five sugarmills in the province of Camagüey and of three sugarmills in Oriente Province, Cuba.

30 JANUARY, several light aircraft flying in from the United States set fire to sugarcane plantations of the Chaparra sugarmill, in Oriente Province, and Toledo sugarmill, in Havana Province.

1 FEBRUARY, a light aircraft flying in from the United States set fire to more than 100 000 arrobas (an arroba equals 25 pounds) of sugarcane in Matanzas Province, Cuba.

18 FEBRUARY, an aircraft was destroyed by one of its own bombs after having bombed the España sugarmill in Matanzas Province. The pilot was Robert Ellist Frost, U.S. citizen, and the aircraft had taken off from Tamiami Airport in Florida, United States.

In March and April U.S. aircraft and light aircraft operated almost daily flights over Cuban sugar cane plantations.

1961: **7 JANUARY,** Rebel Army Forces seized a large quantity of arms of United States manufacture, dropped by aircraft flying in from the United States on mountains near the city of Trinidad, in the province of Las Villas. This was further

evidence of the material support given by the United States Government to the counterrevolutionary groups operating in this area.

15 APRIL, at dawn, B-26 aircraft, manufactured in the United States, bombed the airports of Ciudad Libertad and San Antonio de los Baños, in Havana Province, and Santiago de Cuba, thus starting the armed aggression against Cuba, prepared by the United States Government. The attack left seven dead and many wounded and its purpose was to put out of action the aircraft of the Cuban Air Force in preparation for the landing which took place two days later.

17 APRIL, an army of over 1500 Cuban counterrevolutionaries, organized, trained, equipped and financed by the Central Intelligence Agency of the United States Government, landed in Cuba in the early hours at Playa Girón (The Bay of Pigs), in the southwest area of the province of Las Villas. The aggressors had a large quantity of modern weapons and ammunition. Seventy-two hours later, this powerful army gave itself up completely under the irresistible pressure of the armed forces of the Cuban people, which suffered losses of around 100 dead and over 250 wounded.

The day after the start of the fighting, on April 18, the active participation of the United States in this attack was confirmed with the downing of an aircraft piloted by Leo Francis Berliss, a U.S. citizen who had been bombing the civil population and the Cuban infantry forces in the south central area, a few miles from Playa Girón (Bay of Pigs).

The same day, the 18th, fighter aircraft of the United States Air Force were sighted over the operation zone, while at the same time United States naval units were standing a few miles off the coast participating in the operations to rescue those counterrevolutionaries who man-

aged to escape after the aggression had been crushed.

The scope and significance of the defeat of United States imperialism at Playa Girón (Bay of Pigs) was an event of universal transcendence.

1962: Between August and October, seven United States U-2 aircraft flew over Cuba for the purpose of photographing the whole territory. The United States programme of spy-flights was intensified.

1963: **5 SEPTEMBER,** pirate aircraft flew over the province of Las Villas, dropping explosives on the city of Santa Clara, and killing a teacher and wounding three of his sons.

1964: **4 APRIL,** Harvey Summ, the State Department Coordinator for Cuban Affairs, declared that the two Cuban aviators who had stolen a helicopter, killing the pilot, had been transferred, but he did not say where to.

23 APRIL, the Defence Department announced that decorations had been awarded to 16 pilots for having taken part in reconnaissance flights over Cuba. The highest decoration was awarded to the pilot Rudolph Anderson, who was killed when his plane was brought down over Cuba.

19 JUNE, a Cessna-type pirate aircraft flying in from the United States, bombed the Marcelo Salado sugarmill in Caibarién, Las Villas Province; only one bomb managed to explode. The pilot, Luis Díaz López, was killed when his aircraft was brought down and the two other crew members, Inés Malagón Santiesteban and Luis Velarde Valdés, were taken prisoner.

1965: **17 JANUARY,** a pirate aircraft dropped a bomb on the Niágara sugarmill.

1966: **28 MARCH,** conterrevolutionary Angel M. Betancourt tried to take a passenger aircraft of the Cubana de Aviación air company to the United States, encouraged by the reception given in that country to the enemies of Cuba. He was unable to carry out his plans and he killed the pilot and the aircraft guard. After a long manhunt in which all the people of Havana took part, he was captured.

29 SEPTEMBER, a pirate aircraft dropped three bombs on Nuevitas City, aimed at the electric power plant buildings. At a press conference the next day, counterrevolutionary organizations declared that they were responsible for the criminal attack.

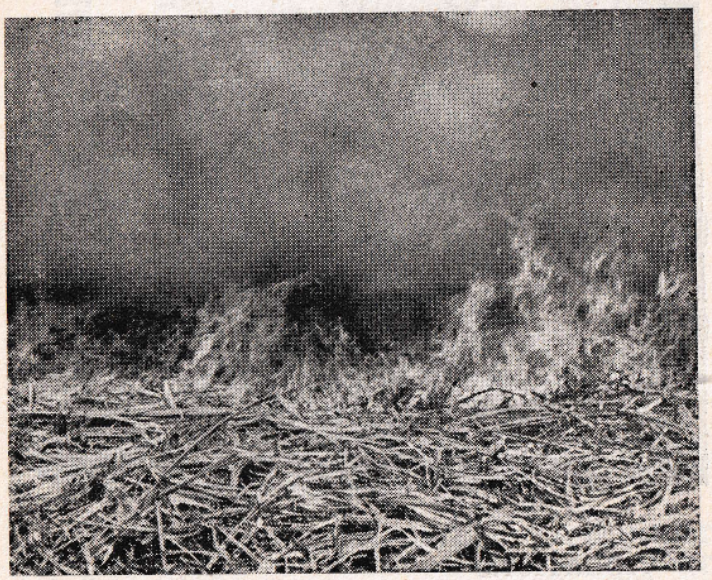
13 NOVEMBER, an aircraft from the North dropped three United States made bombs on the Cepero Bonilla factory (formerly Cubanitro) in the Bay of Matanzas.

1967: **29 DECEMBER,** a light aircraft from Homestead, Florida, was brought down and its pilot, United States citizen Everett D. Jackson, was captured. He had parachuted packages containing arms and espionage equipment, north of Las Villas Province.

1968: **8 JANUARY,** a bomb in a mail bag exploded as a result of various criminal acts perpetrated by terrorists and CIA agents, who unscrupulously used the parcel post system for their designs, injuring Cuban workers and causing other material losses. It was found that, with a few exceptions, the parcels were accompanied by a fraudulent customs declaration; others contained objects prohibited in our country, personal documents, counterrevolutionary propaganda, etc., all of which were in violation of the agreements on parcel post services and civil aviation.

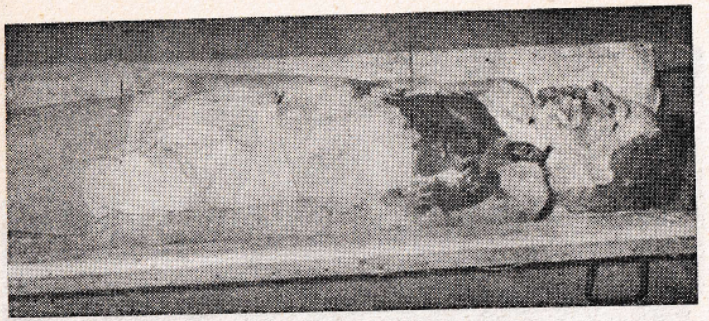
THE UNITED STATES POINTS THE WAY TO VIOLATIONS

The U.S. authorities themselves pointed the way to violations and are constandy carrying them out against our country. This has been happening for the last ten years.



The cowardly Yankee pirate can now report back to his Florida base, "Mission accomplished" as he leaves a wake of burned sugarcane fields, razed homes and anguished children...

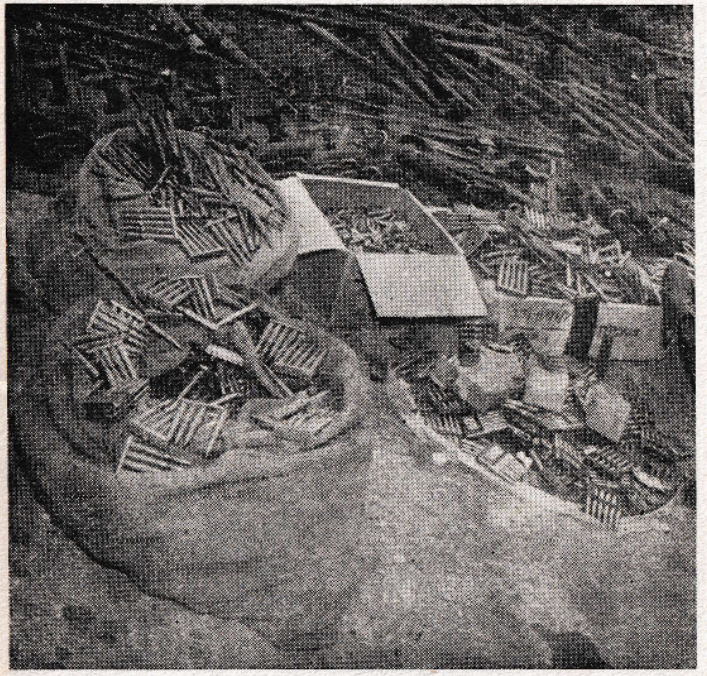
A pirate light plane with its U.S. licence number painted on its tail, brought down on Cuban soil.



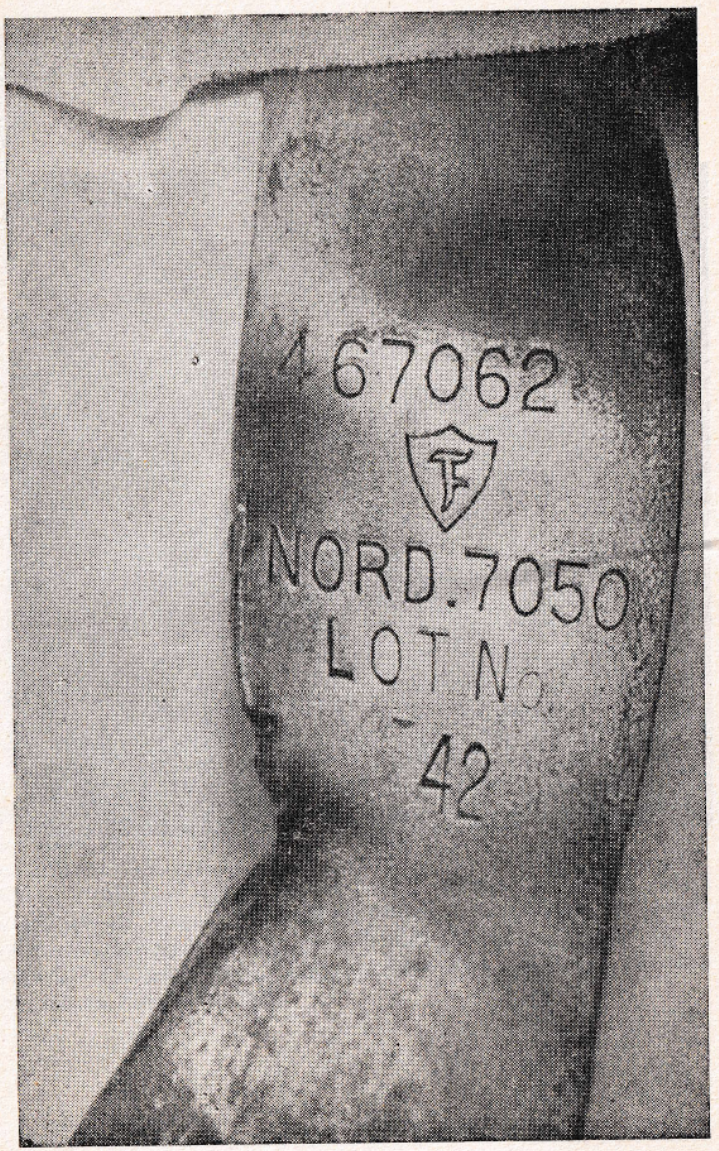
Yankee bombs are dropped everywhere indiscriminately. Teacher-soldier Fabric Aguilar Noriega was killed in the attack on Santa Clara on September 5, 1963.

The results of an attempt to hijack a Cuban airliner in August 1961: one pilot dead, one plane damaged.

Imperialism, the instigator of the crime, mobilized its CIA network in an attempt to guarantee the escape of murderer Angel Maria Betancourt, one of the most despicable air pirates at the service of the United States who killed the pilot and the guard aboard a Cuban airliner on March 28, 1966.



Planes proceeding from the United States dropped ton after ton of modern weapons of the type used by the U.S. Army, over the Escambray Mountains.

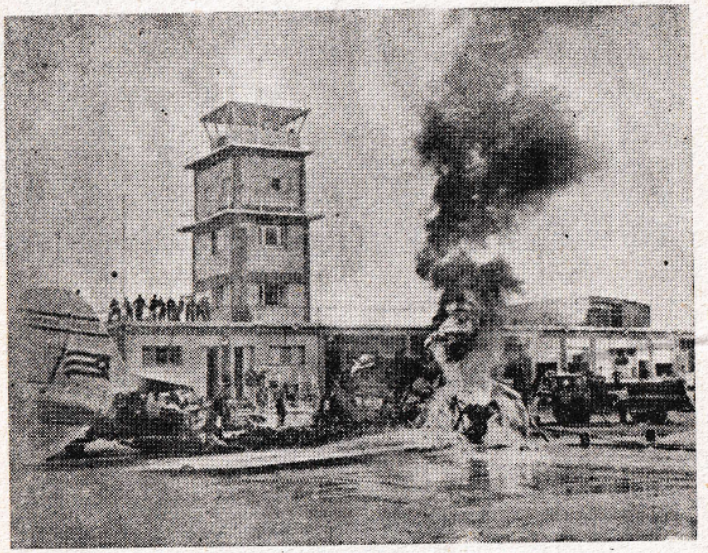


The most important act of aggression prepared by the imperialists up to that time against Cuba became imperialism's first great defeat in Latin America.

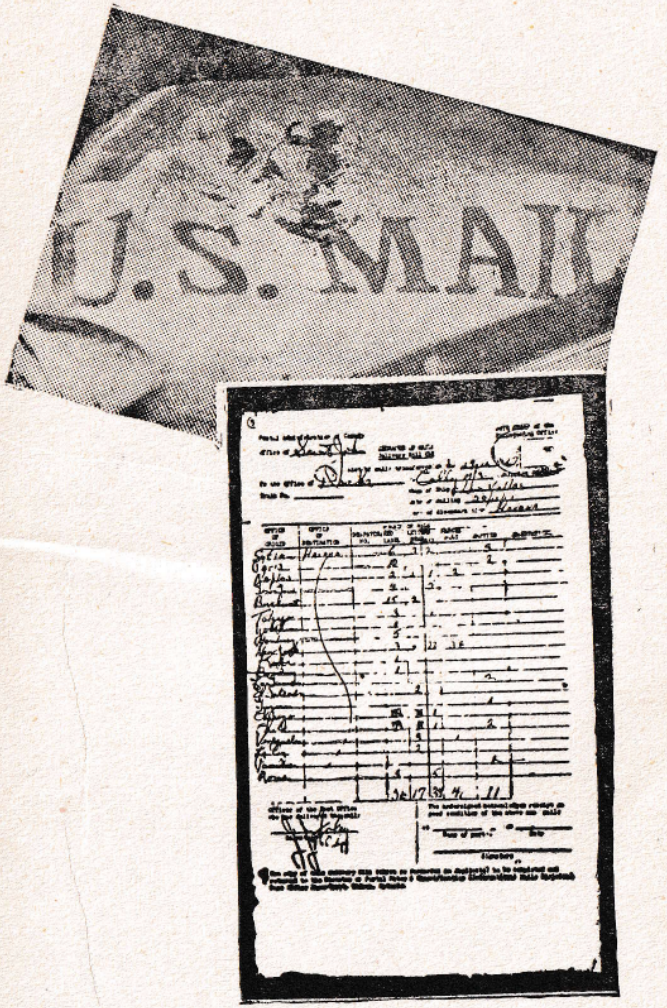
The army of mercenaries organized, armed and led by the imperialists was quickly crushed by the revolutionary people-in-arms.

After the resounding defeat of this foolhardy venture, President John F. Kennedy admitted: "I am the sole Government oficial responsible for this".

And, in case of any doubts, the White House insisted: 'From the very first moment, the President has stated that as President, he assumes full responsibility for the events of the past few days".



The bombings, with planes supplied by the Yankee Government to the mercenaries and on which the Cuban emblem had been painted, were the prelude to the Playa Girón (Bay of Pigs) invasion in 1961.



In January 1968 a mailbag from the United States exploded. Once again the criminal shrapnel came from the North. This time it was cravenly hidden in a mailbag.

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